

loose and "... dropped down stream 200 or 300 yards ..." so that *Hartford's* "... guns could be opened upon the rebels."

The next mention of the schooner *Althea* in naval records is found in two reports—both dated 27 February 1863—by Commodore Henry H. Bell who had taken steam sloop *Brooklyn* to waters off Galveston, Tex., to reestablish the blockade there following the Confederate recapture of that port on New Year's Day 1863. Bell tells Farragut that *Althea* was carrying messages to blockading vessels stationed along the coast of Texas and supplying them with coal.

Finally, in May and November 1863, a schooner named *Althea* was carrying provisions to the warships of the South Atlantic Blockading Squadron off Charleston, S.C. In the absence of evidence to the contrary, it is reasonable to assume that this was the ship which earlier had served in the gulf.

Nothing further is known of the legal status or of the ultimate fate of the schooner or schooners named *Althea* which served the Navy in the gulf and off the South Carolina coast.

I

(SeTug: t. 72; l. 70'; b. 16'4"; dph. 7'; s. 9 k.; cpl. 15; a. 1 heavy 12-pdr. sb.)

Alfred A. Wotkyns—a screw tug built in 1863 at New Brunswick, N.J., by Lewis Hoagland—was purchased at New York City by the Navy on 9 December 1863; renamed *Althea* soon thereafter; and fitted out for naval service by Secor and Co., of Jersey City, N.J. Since the logs for her first period of service are missing—presumably lost when she was sunk by a torpedo—we have no record of *Althea's* commissioning date; but, on 24 April 1864, Secretary of the Navy Gideon Welles ordered the commandant of the New York Navy Yard to hurry the tug to Rear Admiral David Glasgow Farragut who then was trying to build up his West Gulf Blockading Squadron for an attack on Mobile, Ala.

About this time, however, Lt. Gen. Ulysses S. Grant was preparing to launch a two-pronged campaign against Richmond: driving south from the Rapidan River with the Army of the Potomac toward the Confederate capital and simultaneously ascending the James River, with a force under Maj. Gen. Benjamin F. Butler, for an amphibious landing at Bermuda Hundred to begin a push through Petersburg. The destructive foray of the Confederate ironclad ram *Albemarle* from the Roanoke River into Albemarle Sound, N.C., on 17 April and her reappearance on 5 May—the day Grant's offensives began—increased Union anxiety over the possibility that the Confederate squadron at Richmond might descend the James, wrest control of that vital stream from the Union flotilla, and wreck Butler's transports and supply ships, stranding his troops in hostile territory where they would be at the mercy of Southern soldiers. To prevent such an eventuality, Welles sent several warships, formerly ordered to the Gulf of Mexico, to Hampton Roads to reinforce the James River Flotilla.

Althea was one of these ships. While the date of her departure from New York is not known, the tug was said to be serving on the James in the dispatch dated 17 June 1864 which reported the locations of the ships of the North Atlantic Blockading Squadron. She had been fitted out with a torpedo spar to be used in attacking any Confederate ironclad which might appear and she was prepared to act as a ram should an opportunity for such employment arise. The tug also served as a tender to Union ironclads in the James.

Late in July, the situation in that river seemed stable enough to permit the Union warships borrowed from Farragut to move on to the gulf. Repaired and prepared for sea by the Norfolk Navy Yard, *Althea* departed Hampton Roads in company with three other tugs on the 26th and reached Mobile Bay on 5 August, the day of Farragut's great victory there.

Too late to participate in the historic Battle of Mobile Bay, *Althea* busied herself in ensuing months supporting Farragut's combatant ships as they joined Army forces in operations against the city of Mobile. On 12 April, the day Mobile finally surrendered, *Althea* struck a torpedo in the Blake River and sank while returning from a run up that stream in which she had dragged primitive sweep gear in an effort to clear the channels of explosive devices. Two members of her crew were killed in the accident, and three others—including the tug's commanding officer, Acting Ensign Frederick A. G. Bacon—were wounded.

Raised and repaired after the Confederate collapse, *Althea* was recommissioned at Mobile on 7 November 1865, Acting Ensign William F. Kilgore in command. She carried out towing chores and performed other varied services there, at Pensacola, and at Key West until—towing the monitor *Sangamon*—she departed the latter port on 10 April 1866. After reaching the Philadelphia Navy Yard on the 18th, she was decommissioned on 25 April 1866 and sold at auction on 8 December 1866. Redocumented *Martin Kalbfleisch* on 10 January 1868, she served as a merchant tug until 1896.

II

(MB: t. 25 (gross); l. 60'; b. 12'; dr. 4' (aft); s. 9½ mph.; cpl. 9; a. 1 3-pdr., 2 mg.)

The second *Althea* (SP-218)—a motorboat constructed in 1907 at Steinway (Long Island), N.Y., by the William Whiteley Co.—was formally purchased by the Navy on 15 June 1917 from Mr. James H. Moore more than a month after she had been taken over and commissioned on 12 May 1917, Ens. E. L. Anderson, USNR, in command.

Assigned to the section patrol in the 9th Naval District, she conducted operations from her base at Detroit, Mich. Laid up for the winter on 14 November 1917, *Althea* returned to duty in May 1918. On 2 August 1919, her name was struck from the Navy list, and she was laid up at the Naval Training Station, Detroit. There, she remained awaiting sale until 18 March 1920 when she sank as a result of ice. The motorboat, still under water, was sold for salvage on 12 May 1920.

Alton, see *Chicago* (IX-5).

Alturas

A city in the northeastern corner of California. It is the seat of government of Modoc County.

(PC-602: dp. 280; l. 173'8"; b. 23'0"; dr. 10'10"; s. 20.2 k. (tl.); cpl. 65; a. 1 3", 2 20mm., 2 dep., 2 dct.; cl. PC-461)

PC-602 was laid down on 12 April 1942 at Morris Heights, N.Y., by the Consolidated Shipbuilding Corp.; launched on 13 June 1942; sponsored by Mrs. W. J. Bolen; and commissioned on 16 September 1942, Lt. Comdr. Thomas A. Graham, USNR, in command.

Following shakedown training, the submarine chaser began escorting convoys between New York and Guantanamo Bay, Cuba. After three such missions, she transited the Panama Canal late in December 1942. From January to November of 1943, PC-602 operated along the California coast as a unit of the forces assigned to the Western Sea Frontier. Early in November, she sailed west to Hawaii and, on the 14th, reported for duty with the Hawaiian Sea Frontier. Except for one round-trip voyage to Funafuti in the Ellice Islands in December of 1943, PC-602 spent the remainder of World War II operating as a part of the defenses of the Hawaiian Islands.

Following the end of the war in September of 1945, she continued her service in Hawaii. In March of 1946, she returned to the west coast for inactivation. Listed as inactive since March 1946 on the *Naval Vessel Register* dated 25 July 1946, PC-602 was out of commission, in reserve, by the following January. Berthed at Astoria, Oreg., she remained in reserve for almost a decade and a half. In February 1956, PC-602 was named *Alturas*. A little over four years later in July 1960, her name was struck from the Navy list. She was sold in April 1961.

Altus

A city in the state of Oklahoma.

(PC-568: dp. 450; l. 174'; b. 23'; dr. 10'; s. 20.2 k.; cpl. 65; a. 1 3", 1 40mm., 3 20mm., 2 dct.; cl. PC-461)

PC-568 was laid down on 15 September 1941 at Houston, Tex., by the Brown Shipbuilding Co.; launched on 25 April 1942; and

placed in commission at Houston on 13 July 1942, Lt. David A. Smith in command.

Following a brief period of shakedown training, the submarine chaser reported to Commander, Caribbean Sea Frontier, for duty. The vessel carried out convoy and antisubmarine patrols from Key West and Miami, Fla., to various ports in the Caribbean. Among her ports of call were Guantanamo Bay and Havana, Cuba; San Juan, Puerto Rico; Bridgetown, Barbados; Trinidad; Aruba; and Curaçao. In April 1943, *PC-568* reported to Commander, Eastern Sea Frontier, and began a series of convoy and antisubmarine patrols from New York City to Guantanamo Bay.

On 25 March 1944, the submarine chaser departed New York City and proceeded to the United Kingdom. Upon her arrival, the ship reported to Commander, United States Naval Forces, Europe, and became a member of the 12th Fleet. *PC-568* then became involved in preparations for the Allied invasion of France. When the assault troops first went ashore on the beaches of Normandy, on 6 June, the submarine chaser assumed convoy duty in the English Channel and also carried out patrol duty along the French coast.

PC-568 operated in the English Channel through June 1945. In that month, she began providing services to American occupation forces in Germany. The ship remained in this role through 4 October, when she set sail from Bremerhaven, Germany, bound for the United States. She visited Plymouth, England; Ponta del Gada, Azores; and Bermuda, before arriving at Norfolk, Va., on 22 October. Preparations for deactivation of the vessel were then begun at Norfolk. She got underway again on 8 January 1946 to sail to Mayport, Fla. *PC-568* was decommissioned on 30 April 1946 and was laid up in the St. Johns River, Green Cove Springs, Fla. In February 1956, the ship was named *Altus*. Her name was struck from the Navy list on 15 March 1963, and the ship was transferred permanently to the custody of the United States Air Force.

Aludra

A star in the constellation Canis Major.

I

(AK-72: dp. 14,250; l. 441'6"; b. 56'10"; dr. 27'9"; s. 11 k.; cpl. 198; a. 1 5", 1 3"; cl. *Crater*; T. EC2-S-CI)

Robert T. Lincoln was laid down under a Maritime Commission contract (MCE hull 437) on 28 October 1942 at Richmond, Calif., by the Permanente Metals Corp.; launched on 7 December 1942; sponsored by Mrs. Dorothy A. Rainbow; renamed *Aludra* (AK-72) on 30 October 1942; delivered to the Navy on 14 December 1942; and placed in commission at San Francisco, Calif., on 26 December 1942, Lt. Comdr. Dale E. Collins in command.

The new cargo ship joined the Pacific Fleet and held brief shakedown training before departing the west coast on 7 January 1943. She anchored in Dumbear Bay, New Caledonia, on 29 January. The vessel got underway on 2 February for Havannah Harbor, Efate Island, and arrived there two days later. *Aludra* continued on to Espiritu Santo, where she remained from 11 February through 6 May.

The vessel left Espiritu Santo on the 6th in company with *Brooks* (APD-10). The two ships reached Brisbane, Australia, on 11 May and took on cargo. *Aludra* sailed on the 17th for Auckland, New Zealand. She arrived there on 23 May and spent one week in port taking on supplies and equipment. The ship left Auckland on 30 May but returned that same day to repair a steering casualty. She got underway again on the 31st.

Aludra made port calls at Noumea, New Caledonia, and Guadalcanal. She departed the latter port on 22 June, bound for Espiritu Santo. At 0444 on 23 June, a torpedo fired by Japanese submarine *RO-103* hit *Aludra*'s port side and exploded. Approximately five hours later, at 0933, the cargo ship sank in over 2,000 fathoms of water. Two of her crew members were killed and 12 were wounded.

Aludra earned one battle star for her World War II service.

II

(AF-55: dp. 7,050; l. 459'2"; b. 63'; dr. 28'; s. 16 k.; cpl. 292; a. 12 3"; cl. *Alstede*; T. R2-S-BV1)

The refrigerated cargo ship *Matchless* was laid down for the War Shipping Administration under a Maritime Commission contract (MC hull 1202) on 23 August 1944 at Oakland, Calif., by the Moore Shipbuilding and Dry Dock Co.; launched on 14 October 1944; sponsored by Mrs. Harry E. Kennedy; and was delivered to the United States Lines under a bare boat charter on 23 March 1945. That firm operated the ship in the Pacific during the final months of the war and during the first four years following Japan's capitulation. On 11 August 1949, the ship was returned to the Maritime Commission at Mobile, Ala., and she was laid up in the National Defense Reserve Fleet berthing area at Bay Minette, Ala.

In November 1950, the Navy selected *Matchless* for reactivation as it was expanding the Fleet to meet its greatly increased responsibilities resulting from United Nations decision to oppose communist aggression in Korea. The vessel was towed to Camden, N.J., where she was overhauled and converted to a store ship by the New York Shipbuilding Corp. During this work, she received the best and most modern equipment to enable her to carry out her primary mission, underway replenishment. Renamed *Aludra* on 16 January 1951, the ship was placed in commission by the Navy on 19 June 1952, Comdr. Ralph H. Moureau in command.

Assigned to Service Squadron 3, Service Force, Pacific Fleet *Aludra* arrived at Sasebo, Japan, on 28 October 1952 and took up the tasks of supporting Task Force (TF) 77 in strikes along the east coast of Korea and TF 72 in patrols in the East China Sea and off Formosa. Ending her first deployment to the western Pacific, she returned to San Francisco on 4 May 1953.

Thereafter, for more than 16 years, she alternated operations on the west coast of the United States with tours in the Far East resupplying ships serving in the Orient. Among the highlights of her service was her participation in Operation "Passage to Freedom," the evacuation of thousands of Vietnamese refugees from communist-controlled areas of Vietnam after that country had been partitioned in 1954. During the early years of her career, she was considered to be a pioneer in the development of improved and faster methods of fleet replenishment. To help her achieve this end, she received many alterations and tried out a great deal of experimental logistical equipment. The ship again visited Vietnamese waters in March 1965 and, for a bit over three and one-half years thereafter, devoted most of her efforts to supporting American warships fighting aggression there. She left that war-torn country for the last time on 19 April 1969 and headed—via Sasebo, Japan—for home.

Aludra arrived at Oakland on 11 May and, a month later, began preparations for inactivation. Decommissioned on 12 September 1969, she was returned to the Maritime Administration and berthed with the National Defense Reserve Fleet at Suisun Bay, California. She was withdrawn from the reserve fleet on 19 January 1977 for stripping by the Navy prior to sale. She was sold in November of 1977.

Aludra received one battle star for Korean service and eight engagement stars for her operations in Vietnam.

Alvarado

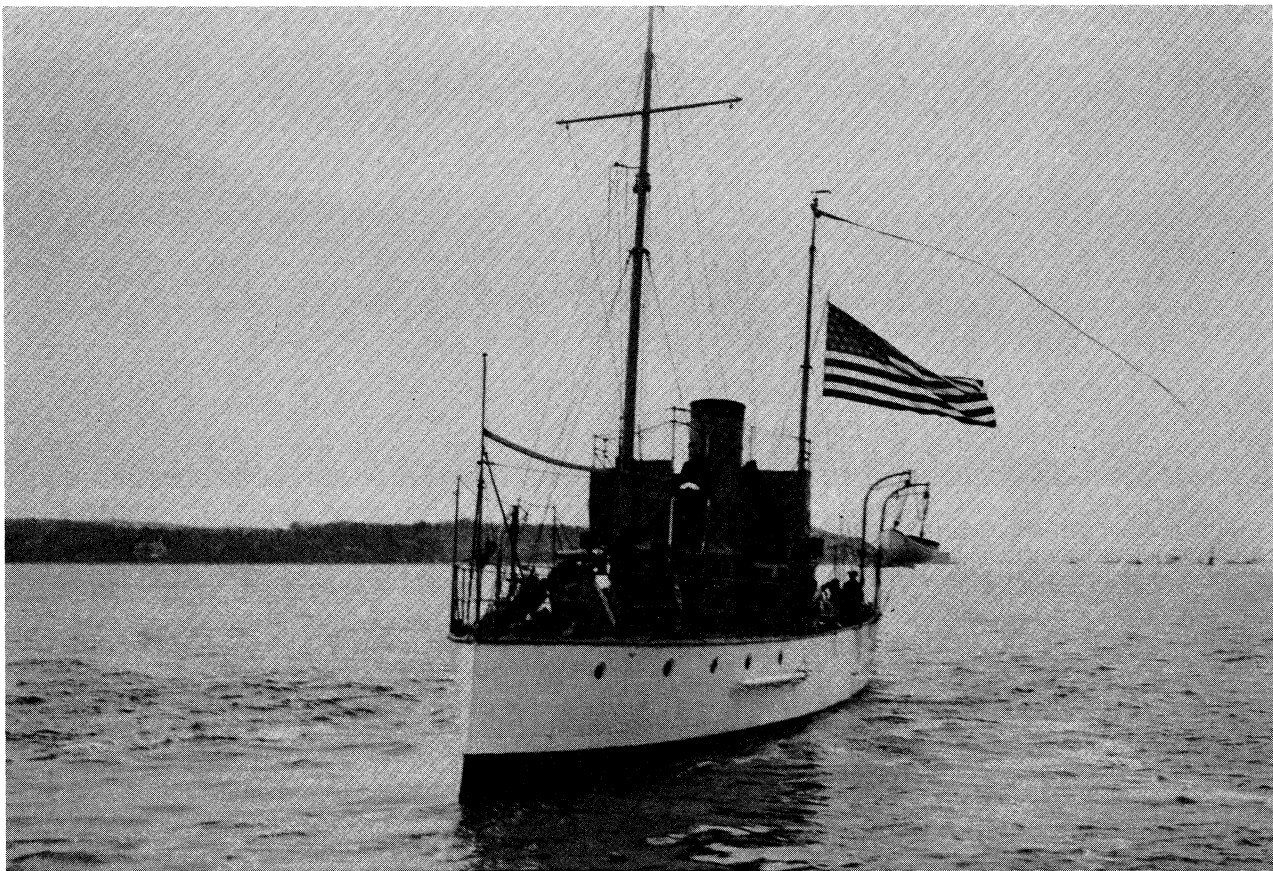
Pedro de Alvarado—who lived from 1495 to 1541—served as second in command to Hernan Cortez during the Spanish conquest of the Aztec empire in Mexico. Later, he led an equally successful expedition to what is now Guatemala and Honduras. Following that conquest, he served as Spanish governor of the new territory.

The schooner *Alvarado* was purchased on 13 August 1861 at Baltimore along with other ships to be filled with stones and then to be sunk in various navigable fairways in the South. Whether or not she was finally so employed is unknown.

I

(Gbt: dp. 106; l. 116'10"; b. 15'6¾"; dr. 6'3" (aft)(f.); s. 19 k. (est.); cpl. 33; a. 1 57mm., 1 37mm.)

Alvarado—a gunboat built in 1895 at Clydebank, Scotland, by the Clydebank Engine & Shipbuilding Co. for the Spanish Navy—was captured by the United States Navy at the fall of Santiago



Alvarado, underway circa 1900; the men on her deck give the reader an idea of the small size of this vessel. Note, too, the size of the national ensign and the commission pennant relative to the size of the ship. (NH 83960)

de Cuba on 17 July 1898 and was commissioned on 4 August 1898, Lt. Victor Blue in command.

During the waning days of the Spanish-American War, she patrolled waters around Cuba. On 12 August, the gunboat participated in the bombardment and capture of Manzanillo located on the southeastern coast of the island. Following the end of hostilities, *Alvarado* continued to cruise between ports of Cuba until November. She began her voyage north on the 6th of November and, after a number of stops along the east coast of the United States, arrived at Washington, D.C., on 3 January 1899. She remained at Washington exactly three months before getting underway again on 3 April. The warship operated along the middle Atlantic coast for about a month before arriving at Portsmouth, N.H., on 5 May. Five days later, she was decommissioned and berthed in the navy yard there.

On 20 September 1900, *Alvarado* was placed back in commission, probably assigned to training duty at the Naval Academy at Annapolis, Md. There is some information to suggest that, about this time, she also cruised the Atlantic coast making port visits for recruiting purposes. In any event, she served as a training platform at Annapolis until 1906. On 22 March 1906, she was decommissioned once more, this time at the Norfolk Navy Yard. On 16 November of that year, she was turned over to the Louisiana Naval Militia for which she served as a training vessel until 1912. She was returned to Navy custody on 21 May 1912, and her name was struck from the Navy list simultaneously. On 10 June 1912, she was sold at New Orleans, La.

Alvin C. Cockrell

Alvin Chester Cockrell, Jr.—born in Hazelhurst, Miss. on 18 September 1918—enlisted in the Marine Corps Reserve on 1

May 1937 and served as an enlisted man until accepting an appointment as 2d lieutenant, USMCR, on 25 June 1940. Over the next two years, Cockrell served at marine barracks at Quantico, Guantanamo Bay, Parris Island, and New River (N.C.). He was appointed a 1st lieutenant on 2 December 1941. Ultimately assigned to Company "B", 1st Battalion, 7th Marines, Fleet Marine Force, he landed with the 7th Marines on Guadalcanal on his 24th birthday, 18 September 1942.

Within a week, the 1st Battalion, 7th Marines, was to conduct a reconnaissance in force of the region between the Matanikau River and the village of Kokumbona, led by the colorful Lieutenant Colonel Lewis B. "Chesty" Puller, USMC, and departed the perimeter of the marine defenses on 23 September. The point of Puller's battalion surprised elements of the Japanese *Oka* Detachment as they were sitting down cooking rice on the slopes of Mount Austen (Mambulo), late the following afternoon, 24 September, south of Lunga Point. The sound of firing having alerted the enemy's main body, a brisk battle ensued; as it developed, 1st Lt. Cockrell, heedless of his own personal safety, led his platoon in assaulting a strongly held Japanese position in the teeth of heavy machine gun and rifle fire. He was killed in the ensuing action, one of seven marines who died in the engagement. For his conspicuous devotion to duty and his exhibition of heroism under fire, Cockrell was posthumously awarded the Navy Cross.

(DE-366: dp. 1,350; l. 306'0"; b. 36'8"; dr. 9'5" (mean); s. 24 k.; cpl. 186; a. 2 5", 4 40 mm., 10 20 mm., 2 dct., 6 dp., 1 dp. (hh.), 3 21 tt.; cl. John C. Butler)

Alvin C. Cockrell (DE-366) was laid down on 1 May 1944 at Orange, Texas, by the Consolidated Steel Corp.; launched on 27 June 1944; sponsored by Mrs. James A. Perkins, the sister of the



Alvin T. Cockrell (DE-366) departs San Diego, in this undated photograph. Note “E” markings on both Mount 51 and 52, and the Escort Division insignia on her stack. (USN 1043597)

late 1st Lt. Cockrell; and commissioned on 7 August 1944 at her builder's yard, Lt. Comdr. Merrill M. Sanford, USNR, in command.

After initial fitting out alongside the City Docks at Orange, *Alvin C. Cockrell* shifted to Galveston, Texas, arriving on 14 October, and continued fitting out at the Todd-Galveston Shipbuilding, Inc., yard. Completing these preparations for service on 25 October, she sailed for Bermuda that afternoon in company with her sister ship *French* (DE-367), for shakedown training. Arriving at noon on the last day of October, the new destroyer escort carried out her shakedown training out of Bermuda until 29 November, after which time she sailed for Boston Navy Yard and post-shakedown availability. Underway from Boston on 10 December, *Alvin C. Cockrell* arrived at Norfolk the following day.

On 15 December, *Alvin C. Cockrell* sailed from Norfolk, and escorted the attack transport *Thomas Jefferson* (APA-30) to the Panama Canal Zone, arriving there on the 20th. Transiting the canal the same day, the destroyer escort then proceeded independently to San Diego, arriving there three days after Christmas of 1944. She sailed thence for the Hawaiian Islands, reaching Pearl Harbor on the afternoon of 7 January 1945.

Alvin C. Cockrell then spent the next several days operating locally out of Pearl Harbor, conducting target practice, serving as a target for a division of motor torpedo boats, undergoing an availability alongside the destroyer tender *Yosemite* (AD-19), and carrying out gunnery exercises with student officers from the Destroyers, Pacific, gunnery school manning gun control stations. On 17 January, the destroyer escort, accompanied by *French*, sailed from Hawaiian waters for the Marshalls as escort for convoy PD-256-T—one transport and five attack transports. Reaching Eniwetok on 25 January, the destroyer escort remained there only briefly, getting underway for the Palaus the following day and conveying the same half-dozen ships she had shepherded from Hawaii. Detaching the transport *Wharton* (AP-7) to proceed independently to Ulithi Atoll, the convoy proceeded on, reaching its destination, Kossol Roads, on the last day of January.

Over the next several weeks, *Alvin C. Cockrell* escorted convoys between Eniwetok, Guam, Saipan, Ulithi, and Kossol Roads, and, when required, served as harbor patrol and air-sea rescue vessel. She carried out her first air-sea rescue mission on 23 February 1945, when she sailed from Ulithi to go to the assistance of a Martin PBM-3D “Mariner” flying boat from Patrol Bombing Squadron 22 that had been forced down by engine trouble. Underway at 1008, *Alvin C. Cockrell* proceeded at flank speed, guided to the scene by a “dumbo” plane overhead.

She put her whaleboat over the side as she neared the “Mariner”, to take off the crew and attempt to take the aircraft in tow, and soon had seven of the nine enlisted men (two had remained on board to handle towlines), and the three officers from the crew on board. While the destroyer escort *Manlove*

(DE-36) screened the operation, *Alvin C. Cockrell* managed to get the plane under tow by 0910 the following day, after which time the destroyer escort set out for Ulithi. Unfortunately, soon after the remaining crewmen from the plane were taken on board, the towline parted. Further attempts at salvage by *Manlove* proved fruitless and, ultimately, the “Mariner” (one wing of which had been damaged in the initial attempt to get a line to it) had to be sunk by gunfire.

The next instance of rescue occurred on 22 March 1945, while the ship was stationed on harbor entrance patrol at Apra Harbor, Guam. At 1540 on that day, *Alvin C. Cockrell* received orders to depart from her patrol station for an air-sea rescue mission 12 miles from Orote Point. Once again guided by aircraft overhead, the destroyer escort spotted a life raft and its two occupants shortly before 1800, and by 1804 the ship had brought on board Lt.(jg.) Kenneth B. Coleman, USNR, and Aviation Radioman 3d Class H. Moorhead. Transferring them to a picket boat sent out for that purpose, *Alvin C. Cockrell* then resumed Patrolling her station.

In June, while at Kossol Passage, in the Palaus, she was directed to put to sea to search for reported airplane wreckage. In company with the destroyer escort *Naiifeh* (DE-352), she searched the assigned area on 14 June and the days following, but found nothing. A similar search conducted off Peleliu during the waning days of July 1945 also yielded no trace of downed planes or pilots reported in her vicinity.

The final month of the war, August 1945, began with *Alvin C. Cockrell* operating with the Palau Island Patrol and Escort Unit, keeping watch on the by-passed Palaus and the Japanese garrisons there. On 2 August, the ship departed her patrol station on orders to pick up two men from a raft reported by a patrol plane. The two turned out to be Japanese soldiers or laborers attempting to escape from Babelthuap and hoping for an American ship to pick them up. *Alvin C. Cockrell* turned them over to a small boat for transfer ashore, and resumed her patrol.

On 5 August, however, while operating in the Peleliu-Angaur antisubmarine screen, *Alvin C. Cockrell* received orders to proceed at full speed to the scene of the sinking of the heavy cruiser *Indianapolis* (CA-35). She arrived in the area at 0600, and commenced a search in company with the destroyers *Madison* (DD-425), *Helm* (DD-388), and *Ralph Talbot* (DD-390), and the destroyer escort *Dufilho* (DE-423). One flying boat orbited overhead.

With each ship proceeding to cover an assigned sector, *Alvin C. Cockrell* began finding grim evidence of the tragedy that had befallen the cruiser. She sighted two empty rubber rafts at 1007, and recovered an unidentified body at 1115, quickly burying it at sea. A half-hour later, at 1145, the ship spotted several other corpses—six of which were given a burial soon thereafter. Only one of the six was identifiable, and the advanced state of decomposition in all indicated that they had been dead for several days.

Many had life jackets, and a few had clothing. The destroyer escort sighted very little debris or wreckage by that point, and "no signs of any live survivors." Eventually ordered to break off the search and return to her regular operating base, *Alvin C. Cockrell* departed the area at 0622 on 6 August to return to Peleliu.

The end of the war in mid-August saw *Alvin C. Cockrell* still assigned local operations out of Peleliu. These lasted until 19 August, when she joined other units of Escort Division (CortDiv) 86 at Ulithi. She then proceeded to Okinawa for duty with the 5th Fleet, reporting on 26 August.

Alvin C. Cockrell departed Buckner Bay on 9 September 1945, bound for Japan with Task Unit (TU) 56.5.2—one light cruiser, an escort carrier, a dock landing ship, two hospital ships, a seaplane tender and a Coast Guard cutter; three destroyer escorts (including *Alvin C. Cockrell*) and three fast transports (converted from destroyer escorts) rounded out the screen. Steaming for Wakanoura Wan to evacuate Allied prisoners of war (POWs), the task unit reached Kii Suido and entered Wakanoura Wan in the wake of the minesweeping group on 11 September. The task unit anchored at 1820 that day. With the completion of the evacuation—part of her ship's company serving on ashore during that time—on 15 September, the destroyer escort was assigned to Task Force 51 the same day.

After riding out a typhoon that swept through the area on 17 and 18 September, *Alvin C. Cockrell* operated as one of four destroyer escorts serving as the mine screen for the escort carriers *Makin Island* (CVE-93) and *Santee* (CVE-29), as those ships' planes covered the occupation of Wakayama on 24 to 26 September. During this period, the destroyer escort sank two Japanese mines with gunfire.

Soon thereafter, *Alvin C. Cockrell* departed Wakanoura Wan in company with *French* and screening *Siboney* (CVE-112), putting to sea with a search group on 7 October to rendezvous with other ships looking for a PBM believed down at sea; among the "Mariners" passengers was Rear Admiral William D. Sample, who was along on the flight to familiarize himself with the area. The special search mission continued on 8 October, and, with short breaks for refueling, continued over the ensuing days until the search was ordered abandoned on 17 October.

Proceeding to Yokosuka, *Alvin C. Cockrell* stood out of that port on 24 October as part of the screen for *Siboney* and *Puget Sound* (CVE-113) as the carriers' planes covered the occupation of Nagoya. The destroyer escort returned to Wakanoura Wan on 26 October, but sailed thence for Yokosuka the following day, arriving on the 28th. During November and December 1945, *Alvin C. Cockrell* served as courier ship between Yokosuka, Kure, and Wakayama, shuttling passengers and mail between those ports. She interrupted this routine briefly on 10 and 11 November when she operated with *Siboney* as the escort carrier conducted gunnery drills and flight training.

Relieved from duty with the 5th Fleet on 2 January 1946, *Alvin C. Cockrell* sailed for the United States. She touched briefly at Pearl Harbor on 14 January, and later proceeded thence to the west coast, reaching San Francisco on 22 January. Decommissioned and placed in reserve at San Diego on 2 July 1946, *Alvin C. Cockrell* remained inactive until returned to active duty with the buildup of the fleet during the Korean War.

Recommissioned on 27 June 1951, Lt. Comdr. Thomas R. Pearson in command, *Alvin C. Cockrell* was assigned to Escort Squadron (CortRon) 3, and over the next two years served as a training ship for the Fleet Sonar School, San Diego. She conducted antisubmarine warfare (ASW) type-training exercises, and served as courier ship between San Diego and Long Beach.

Deploying to the western Pacific (WestPac) for the first time since the end of World War II, *Alvin C. Cockrell* sailed for the Far East in August 1953. She served as station ship at Hong Kong, for three months before she proceeded to the Philippine Islands and visited Sangley Point and Subic Bay. She also visited Bangkok, Thailand, during this deployment, and operated for two weeks in the Gulf of Siam, training sailors from the Thai Armed Forces Academy at Sattahip, in gunnery and engineering. Returning to San Diego by way of Guam, Midway, and Pearl Harbor, the destroyer escort reached San Diego in March 1954, and operated locally into the autumn of 1955. Her regular overhaul at the Long Beach Naval Shipyard, conducted during March and April 1955, punctuated that period of local operations, and saw the ship being converted for service as a flagship.

Deploying to the Far East again in October 1955, *Alvin C.*

Cockrell was designated flagship of CortRon 3 in December 1955. During the course of this cruise, the ship participated in a wide variety of evolutions, ranging from hunter-killer exercises to covering Marine Corps amphibious landings and convoy escort duties. Her ports of call on this WestPac cruise encompassed Hong Kong, Keelung and Kaohsiung, Taiwan; Okinawa; and the Japanese ports of Atami, Sasebo and Yokosuka. Returning to San Diego at the end of March 1956, *Alvin C. Cockrell* spent the next nine months engaged in local operations out of that port, serving as sonar school ship and participating in several minor ASW training operations. Highlighting the latter period was the ship's participation in a fleet review at San Diego on 14 September 1956.

During 1957, *Alvin C. Cockrell* deployed to WestPac with CortRon 3, visiting the southern and western Pacific. During the course of this cruise, she visited Kwajalein Atoll, in the Marshalls; Auckland, New Zealand; Manus, in the Bismarck Archipelago; Yokosuka, Japan; Okinawa; Kaohsiung; Singapore; Hong Kong; Corregidor, Subic Bay, and Manila. She participated in exercise "Beacon Hill" in the Philippines; a SEATO (South East Asia Treaty Organization) exercise, "Astra", in the Gulf of Siam and South China Sea with units of the British, Australian, New Zealand, French, and Thai Navies; and spent a month on surveillance patrols in the Carolines, Marianas, and Bonins, visiting several islands famous in World War II: Guam, Ponape, Iwo Jima, Truk, Tinian, and Saipan. Returning to San Diego in early July, via Midway and Pearl Harbor, *Alvin C. Cockrell* underwent her regular overhaul at the Mare Island Naval Shipyard between October 1957 and January 1958.

For the first six months of 1958, the destroyer escort deployed to the central and western Pacific; her ports of call included Yokosuka, Hong Kong, and Subic Bay. She participated in a joint Air Force-Navy "Handclasp" project, a 7th Fleet weapons demonstration for Asian political and military leaders, and spent two of the six months in the Carolines, Marianas, and Bonins, on surveillance patrol. She returned to San Diego in mid-June 1958, via Midway and Pearl Harbor as in previous deployments.

After she had brought her fourth WestPac deployment to a close, *Alvin C. Cockrell* was assigned Naval Reserve Training (NRT) ship duties with Reserve Escort Squadron 1, on 1 July 1958, homeported at San Francisco. Decommissioned on 17 January 1959, the ship was designated a Group II destroyer escort in the ASW surface component of the selected reserve and remained "in service" to provide underway training for her own selected reserve crew of inactive reserve officers and men. Two active duty officers and 36 enlisted men maintained the ship, and on the third weekend of each month, a reserve crew of 161 officers and men would embark to steam and train their own ship. For two weeks each year the reserve crew would embark, and, integrated with the active duty men, would carry out a two week reserve training cruise. In May 1959, the ship moved to her new home port, the Naval and Marine Corps Reserve Training Center at Alameda, Calif.

For the next two years the ship maintained this routine, until the Berlin crisis in the autumn of 1961 resulted in a call-up of reserve units. In September 1961, President John F. Kennedy directed that all ASW surface components of the selected reserve forces report for active duty on 1 October 1961. Accordingly, *Alvin C. Cockrell* was recommissioned on 1 October 1961, Comdr. Robert A. Bush in command. After the ship underwent a routine overhaul, her home port was changed to Pearl Harbor. She sailed for Hawaii on 2 January 1962, and took part in a large-scale, opposed-entry exercise at Pearl Harbor ten days later.

Increased tensions in the Far East soon resulted in *Alvin C. Cockrell's* sailing for that area of the globe; following refresher training, the destroyer escort departed Hawaiian waters on 24 February 1962 with CortDiv 72, which consisted of *Alvin C. Cockrell* (flagship), *Vammen* (DE-644), *Marsh* (DE-699) and *Charles E. Brannon* (DE-446). Proceeding to Subic Bay via Guam and Midway, *Alvin C. Cockrell* reported for duty with Task Force 72 upon arrival at Subic on 11 March 1962.

One week later, on 18 March, *Alvin C. Cockrell* sailed for Danang, Republic of Vietnam, for operations with units of the South Vietnamese Navy. She conducted intensive training assistance with units of that force, improving general ship-to-shore communications and providing on-the-job training for Vietnamese sailors.

Visiting Hong Kong from 5 to 11 April 1962, *Alvin C. Cockrell*

then proceeded to Subic Bay, for tender availability alongside *Delta* (AR-9). Following that period of repairs and upkeep, the destroyer escort sailed for the Gulf of Siam, and conducted operations there between 20 April and 2 May. She conducted a four-day port visit to Saigon, the capital of South Vietnam, and then returned to Subic Bay. *Alvin C. Cockrell* ultimately sailed for Yokosuka on 21 May, and then participated in exercises the first week of June. Proceeding via Midway, the destroyer escort reached Pearl Harbor on 18 June 1962, and commenced a two-week availability alongside the destroyer tender *Bryce Canyon* (AD-36).

Sailing thence for San Francisco, *Alvin C. Cockrell* reached her destination on 17 July 1962, and was decommissioned on 1 August 1962, reverting to "in service" status as a Group II NRT ship. She remained in that status for the rest of her career. During 1963 her two-week active training cruise took her to Hawaiian waters. In 1964 she conducted intensive refresher training at San Diego. The cruise for August 1965 found the ship visiting the Canadian ports of Vancouver and Esquimalt. In 1966 she operated out of San Diego. In the summer of 1967, the ship visited Vancouver and Seattle, Wash., in the course of her two-week cruise.

Decommissioned on 20 September 1968, *Alvin C. Cockrell* was struck from the Naval Vessel Register on 23 September 1968. Her hulk was subsequently utilized in weapons testing, and she was sunk on 19 September 1969.

Amabala

Alabama spelled backwards.

(ScStr: dp. 6,650; l. 306'6"; b. 42'2"; dr. 22'6" (mean); s. 10.2 k.; cpl. 45; a. 1 3")

Northtown—a steel-hulled, single-screw tanker—was built in 1901 at South Chicago, Ill., by the Chicago Shipbuilding Co. for a C. Counselman of Chicago, Ill. From 1902 to 1907, the tanker carried oil on the Great Lakes, out of Fairport and Cleveland, Ohio, initially for Counselman but later for the Texas Co. In 1907, the ship apparently commenced operations out of Port Arthur, Texas. Reboilered at William Cramp and Sons' Shipyards in Philadelphia, Pa., in 1914, *Northtown* was renamed *Alabama* sometime soon thereafter.

Taken over for operations with the Naval Overseas Transportation Service (NOTS) and assigned the identification number (Id. No.) 2185, *Alabama* was renamed *Amabala*—probably to avoid confusion with *Alabama* (Battleship No. 8)—and commissioned on 21 August 1918 at the Robins' Dry Dock, Brooklyn, N.Y., Lt. Comdr. George Nicholas Siefert, USNRF, in command.

After a short drydocking at Robins' yard, *Amabala* shifted to the Tidewater Oil Co., Bayonne, N.J., and there took on a cargo of oil between 25 and 27 August. Anchoring off Tompkinsville on the 28th to await the formation of a convoy, she sailed on 30 August for Nova Scotia, reaching the port of Sydney on 4 September. The following day, the tanker weighed anchor and proceeded out in convoy, bound for the British Isles.

Amabala reached her destination, Berehaven, Ireland, on 17 September and, over a week later, commenced active fueling operations. Her first customers, on 27 September, included *Utah* (Battleship No. 31), *Nevada* (Battleship No. 36), and *Oklahoma* (Battleship No. 37), followed by the destroyers *Stevens* (Destroyer No. 86), on 12 October, and *Terry* (Destroyer No. 25), *Conyngham* (Destroyer No. 58), and *Allen* (Destroyer No. 66), on the 14th. Over the next few days, she fueled *Oklahoma* and *Nevada* again, and the destroyers *Duncan* (Destroyer No. 46), *Conyngham* and *Stevens*, and *Beale* (Destroyer No. 40).

On 5 November, *Amabala* departed Berehaven at 0720, reaching Queenstown, Ireland, later that afternoon. The following day, she took on a cargo of oil from the British merchant tanker, *SS Konakry*. Underway at 0800 for the return trip to Berehaven on 8 November, *Amabala* shipped waves over the port bow and port side, the sea carrying away the flukes from her starboard anchor during the passage. She anchored at her "home port" shortly before midnight on the same day.

When the armistice was signed on 11 November, the ship was anchored at Berehaven. Four days later, she fueled familiar customers: *Utah*, *Nevada*, and *Oklahoma*. Over the next week, she replenished the depleted fuel bunkers of seven more destroy-

ers and *Oklahoma* and *Utah* once again. *Amabala* departed the British Isles on 1 December and proceeded to Brest to provide logistics support for a sizeable American battleship force expected there. She reached France on the 4th. Two days later, she shifted her anchorage onto the "flats" of Brest harbor, the ship resting on the bottom at low water, to make room for the expected capital ships.

At 0800 on 13 December, *Amabala* full-dressed ship with the stars and stripes flying proudly from her fore and main. At noon, nine American battleships, preceded by a destroyer, stood in through the light mist—an impressive sight. Some 45 minutes later, *Pennsylvania* (Battleship No. 38), and the majestic transport *George Washington* (Id. No. 3018), the latter bearing President Woodrow Wilson, stood in, escorted by a covey of destroyers. That evening, *Amabala* went alongside *Pennsylvania* and pumped 1,753 tons of fuel oil into that battleship's depleted bunkers. The next day, the tanker refueled *Utah* and *Oklahoma*, the destroyers *Fairfax* (Destroyer No. 93) and *Winslow* (Destroyer No. 53); and the tug *Dreadnaught* (SP-1951) on the 15th—the last replenishment of a Navy ship that she would conduct. On the 16th, she weighed anchor and proceeded out to sea, bound for the United States.

Arriving off Tompkinsville, Staten Island, on 5 January 1919, *Amabala* tarried there only briefly before getting underway again, bound for Philadelphia. After pushing her way through fields of thin ice on the Delaware River, *Amabala* arrived off the Cramps' shipyard on the morning of 11 January. Decommissioned there on the afternoon of 27 February 1919, she was turned over to her prewar owners at Pier 3, North Wharves, Philadelphia, soon thereafter.

Amabala soon resumed her old name, *Alabama*, and again began carrying petroleum cargoes for the Texas Co. She continued that service through World War II, operating out of Port Arthur until after the war, when she commenced sailing from the port of Wilmington, Del. Although transferred to Venezuelan registry in 1946 or 1947, she retained her name, *Alabama*, and her affiliation with the Texas Co. (of Venezuela) into the early 1950's, operating from Caracas. She disappeared from shipping registers in 1951, and her ultimate fate is not recorded.

Amador

A county in the state of California.

(AK-158: dp. 7,450; l. 338'6"; b. 50'; dr. 21'1"; s. 11.5 k.; cpl. 79; a. 1 3", 6 20mm.; cl. *Alamosa*; T. C1-M-AV1)

Amador (AK-158) was laid down under a Maritime Commission contract (MC hull 2103) on 27 December 1943 at Richmond, Calif., by Kaiser Cargo Inc.; launched on 15 June 1944; sponsored by Mrs. S. J. Davis; acquired by the Navy on 10 August 1944; commissioned on 9 October 1944; decommissioned at Portland, Oreg., on 23 October 1944 to undergo conversion to an ammunition tender by the Commercial Iron Works; and recommissioned on 25 November 1944, Lt. Fred W. Beyer in command.

Amador got underway early in December for shakedown training off San Pedro, Calif. She loaded cargo and ammunition at the Mare Island Navy Yard, Vallejo, Calif., then sailed for Eniwetok on 11 January 1945. The ship reached Eniwetok on the 29th and was routed on to Ulithi. Upon her arrival there on 18 February, *Amador* was assigned to Service Squadron 10.

Amador remained at Ulithi through 15 March for ammunition handling operations. She next set sail on the 16th for Leyte, Philippines, via Kossol Roads. The ship anchored in San Pedro Bay on 22 March and began issuing ammunition to ships of the fleet, as well as reworking defective projectiles and fuses. On 23 October, she moved to Guinan roadstead, Samar, and began receiving ammunition from ammunition lighters for transportation back to the United States.

On 12 November, *Amador* got underway for Seattle, Wash. She arrived in Puget Sound on 8 December and remained in that area until 29 March 1946, when she began preparations for deactivation. She was decommissioned on 20 June 1946, and her name was struck from the Navy list on 19 July 1946. The ship was transferred to the Maritime Commission on 23 July 1946. She was subsequently sold and fitted out for service as a merchant ship.

Amagansett

A town located on the southern coast of Long Island, N.Y., near its eastern tip.

(Trawler: t. 145 (gross); l. 123'6"; b. 19'6"; dr. 10' (aft); s. 7.8 k.; cpl. 26; a. 2 1-pdrs.)

Amagansett (SP-693)—a trawler built in 1879 at Kennebunk, Maine—was chartered by the Navy from Mr. E. Benson Dennis of Cape Charles, Va., on 18 May 1917, the day after she was placed in commission at Norfolk, Va., Ens. J. L. Brooks, USNRF, probably in command.

Fitted out for service as a minesweeper, *Amagansett* spent her entire Navy career based at Norfolk, Va., patrolling the waters of the 5th Naval District. She continued to serve the Navy for four months following the armistice of 11 November 1918. She was placed out of commission on 12 March 1919 and returned to her owner. Her name was struck from the Navy list that same day.

Amalia IV

After she was taken over by the Navy on 18 June 1918 for service in World War I, *Amalia IV* was renamed *Idalis* (q.v.).

Amanda

(Bark: t. 368; l. 117'6"; b. 27'9"; dph. 12'6"; cpl. 71; a. 6 32-pdr. sb.)

Amanda—a wooden-hulled bark built in 1858 at New York City—was purchased there by the Navy on 6 August 1861. Since no logs recording this vessel's operations prior to 7 November 1862 have survived, the date of her commissioning is unknown; but—since she arrived in Hampton Roads on 29 October 1861 and her commanding officer, Acting Volunteer Lieutenant Nathaniel Goodwin, reported for duty in the North Atlantic Blockading Squadron—we know that her active career began somewhat earlier.

The bark joined the forces blockading Wilmington, N.C., on 8 November; and, but for occasional runs back to Hampton Roads for provisions and water, she operated off that vital Confederate port through most of the winter. Then, somewhat the worse for wear after battling the constantly rough seas off the North Carolina coast, she headed for the Virginia capes late in February 1862 and reached Hampton Roads on the evening of the 26th to receive repairs and to obtain fresh provisions. There, during a severe storm on the 3d of March, she dragged anchor and fouled sister blockader *Braziliera*, causing considerable harm to both ships. The need to patch the damage caused by this accident delayed *Amanda's* return to Wilmington and thus allowed the bark to play a minor, but important, role in the most memorable naval action of the Civil War. A glance back to the early days of the conflict should shed light on her past in this drama.

When Virginia seceded from the Union, the Navy tried to remove its warships from the Norfolk Navy Yard; but sunken light boats obstructed the channel between Craney Island and Sewell's Point and prevented the escape of *Merrimack* and several other Federal men-of-war. Therefore, Union sailors put the torch to this screw frigate and scuttled her as they evacuated their strategically important, but untenable, base up Virginia's Elizabeth River. Once in control of the shipyard, Southerners raised this vessel and rebuilt her as an ironclad ram. Renamed *Virginia*, the former Federal warship, left the Elizabeth on 8 March 1862 and attacked her erstwhile sister ships in Hampton Roads, destroying sailing frigates *Cumberland* and *Congress*. During the engagement, both sailing frigate *St. Lawrence* and steam frigate *Minnesota* ran aground; and steam frigate *Roanoke* came dangerously close to being likewise stranded as her keel plowed through mud during her maneuvers to move into action. Upon the approach of darkness, *Virginia* retired behind Sewell's Point and anchored for repairs.

These setbacks to the Union fleet prompted orders to the captain of the powerful chartered tug *America* to go to the assistance of *Minnesota*; but her master "... refused to get up steam on the vessel" To meet this emergency, *Amanda's* execu-

tive officer, Acting Master Richard J. Hoffner and a crew of 12 from the bark boarded the tug and enabled her to join other Union steamships in labors which enabled *Roanoke* to reach the comparative safety of deeper water. They also refloated *Minnesota*; but soon she again ran aground.

Meanwhile, on the evening of the 8th, *Amanda* moved to a position near the inner lightship at the mouth of Chesapeake Bay to await the Union Navy's eagerly expected champion, *Monitor*. When that innovative ironclad arrived, Goodwin explained the tactical situation to her commanding officer, Lt. John L. Worden, and permitted Acting Master Samuel Howard to leave the bark temporarily so that he might pilot *Monitor* to a position close to *Minnesota*. When *Virginia* reappeared the following morning, *Monitor* intercepted the ram as she headed toward *Minnesota* and checked her advance in an inconclusive ensuing battle which lasted about four hours before *Virginia* withdrew.

That morning, Capt. John Marston, the senior Union naval officer in the vicinity, directed Goodwin to proceed without delay in *Amanda* to Baltimore, a safer place in which her repairs could be completed. The dispatch reached Goodwin at noon; and, "... considering it as a peremptory order admitting of no delay ..." he weighed anchor immediately, without waiting for the bark's absent officers and crewmen to return on board. Towed by the steamer *Currituck*, the bark proceeded up Chesapeake Bay and arrived at Baltimore the following day.

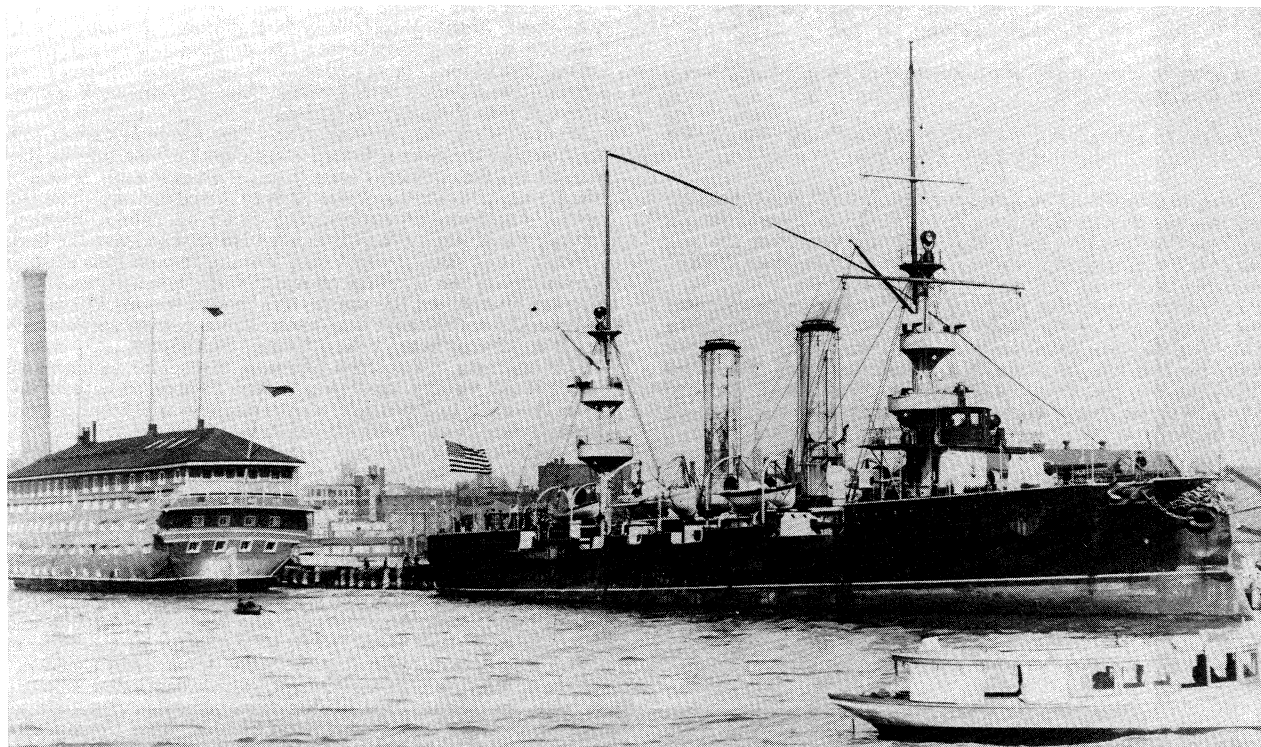
While she was there, Secretary of the Navy Gideon Welles reassigned *Amanda* to the East Gulf Blockading Squadron on 27 March 1862. She reached Key West, Fla., on the night of 18 and 19 April and promptly began cruising between Tortugas and Cuba, staying close to the coast of the latter in the hope of intercepting vessels operating between Havana and Confederate ports. During this assignment, which continued into the summer, she captured the 487-ton *Swan* some 35 miles south by west of Tortugas about midday on 24 May. This Confederate steamer had escaped from Mobile with 900 bales of cotton and 200 barrels of resin to be delivered to Havana.

The bark seized an unnamed slave ship some 20 miles northwest of Mariel, Cuba. Goodwin arrested and took on board his own ship the 11 men "... all intoxicated and inclined to be troublesome ..." who had manned the bark and replaced them with a crew from *Amanda* who took the prize—which, the day before, had delivered 750 blacks to Cuba—to Key West. There she was condemned in admiralty court.

On 30 June 1862, Goodwin resigned his commission and was relieved by Acting Volunteer Lieutenant George E. Welch in command of the bark. At this time *Amanda* ended her cruising out at sea and took station off the eastern entrance to St. George's Sound, Fla., her area of service for the remainder of her career.

There, on 20 March 1863, Welch—having heard that a schooner in the Ocklockonee River was loading cotton—ordered his executive officer to lead an expedition to that stream to capture this potential blockade runner. That morning, Acting Master Hoffner—with two other officers, a pilot, and 27 men—left the bark and proceeded in her launch and the tender sloop *Brockenborough* to the mouth of the Ocklockonee which he finally reached after a three-day struggle against heavy seas, contrary winds and tides, and tropical vegetation which clogged the marshy waters of St. George's Sound. Up this small stream, the Union sailors found "... a dismasted vessel lying close to [the river's] starboard bank ..." While the Union party approached the Southern ship, the people who had been on board her escaped to shore in boats. When his party reached the schooner *Onward*, Hoffner tried to tow her back toward the sound; but, after two hours of rapid rowing, the prize grounded as the tide ebbed.

Afloat again the next morning, the expedition resumed its movement seaward, but took the wrong channel and soon again struck bottom. The most strenuous efforts failed to free the schooner. About noon, while Hoffner was waiting for the rising tide to refloat *Onward*, some 40 Confederate horsemen and about three or four times as many foot soldiers appeared and opened fire on the expedition. Some bluejackets fought back with their muskets, others fired the party's howitzer, while the remaining men set fire to the schooner. After fighting for about one and one-half hours, Hoffner ordered his force to escape in the tender and the launch. Both scraped on the bottom but were kept in motion by wading sailors who dragged the boats for about half a mile over mud flats before reaching sufficiently deep water. Throughout the retreat, Confederate riflemen kept the party under fire, killing one man outright and wounding eight others.



Amazonas arrives at the New York Navy Yard in mid-April 1898, riding very high in the water. The receiving ship (ex-ship-of-the-line) *Vermont* lies in the background (L). (NH 75495)

Hoffner was among the latter with a Minie ball lodged in his neck. Once both boats were safely afloat, they made for the St. Mark's blockade where they were received on board the Union steamer *Hendrick Hudson*.

Amanda continued to serve on the blockade of St. George's Sound into the spring. Late in May 1863, the barometer began falling rapidly along the gulf coast; and, by the 27th, the storm had grown to hurricane intensity. *Amanda*, on blockade duty just inside the east entrance to St. George's Sound, was driven ashore on Dog Island. Two days later, her crew destroyed the bark to prevent her falling into Southern hands.

Amanda Moore

(Tug: t. 121; l. 100'; b. 21.8'; dr. 8'3" (mean); s. 8 k.)

Amanda Moore—a tug built at Scranton, Mass., in 1900 and owned at the outset of World War I by the Wilmington (Del.) Towing Co.—was inspected by the Navy, in the 5th Naval District, on 1 April 1918. However, the ship's sparse records indicate that the condition of the vessel's hull was "bad" and may have led to a decision not to take her over. Yet, some sources indicate that she was returned to her previous owners on 5 May 1919 and struck from the Naval Vessel Register on 12 May, one week later. If this is true, she did come under Navy custody at some time; but, should this be the case, she probably did not have any active service since no record of any operations by the tug have been found.

Amaranth

A legendary plant whose flowers are supposed never to fade, even when cut.

(LHT: dp. 975; l. 166'0"; b. 28'0" (wl.); dr. 13'0"; s. 10.4 k.; cpl. 29; a. none)

The contract for the construction of *Amaranth*—a schooner-rigged, twin-screw wooden steamer authorized on 30 August 1890—was signed on 10 May 1891. Launched on 18 December 1891, the lighthouse tender was accepted by the United States Lighthouse Service on 14 April 1892 and operated on the Great Lakes from her base at Detroit until the United States entered World War I.

Transferred to the Navy by the Executive order of 16 April 1917 which placed the Lighthouse Service under the control of the Navy Department, *Amaranth* was assigned to the 9th Naval District, but continued to serve much as she had done before the war. Following the armistice, she was returned to the jurisdiction of the Department of Commerce with the rest of the Lighthouse Service under an Executive order of 1 July 1919. In 1939 President Franklin D. Roosevelt merged the Lighthouse Service into the Coast Guard which, on 1 November 1941, was ordered to "... operate as a part of the Navy ..."

Amaranth was stationed at Duluth, Minn., throughout World War II, and maintained navigational aids on Lake Superior. Following the return of peace, she was decommissioned on 29 September 1945 and sold on 19 October 1946.

Amaranthus

A member of a large family of plants characterized by small flowers and alternate leaves.

(ScTug: t. 182; l. 117'; b. 21'; dph. 8'; dr. 9'; s. 9.5 k.; cpl. 40; a. 3 24-pdr. sb.)

Amaranthus—a wooden-hulled screw tug built at Philadelphia in 1864 by Bishop, Son, and Company—was purchased by the Navy there as *Christiana* on 1 July 1864. Renamed *Amaranthus* and fitted out at the Philadelphia Navy Yard, she was commissioned on 12 July 1864, Acting Master Enos O. Adams in command.

The Secretary of the Navy assigned the tug to the South Atlantic Blockading Squadron; but she was kept in the Delaware



Amber (PYc-6), off Seattle in No. 5 "Navy gray" in 1941, had been built originally for actor John Barrymore. Note her 3-inch gun forward, and two depth charge tracks aft, as well as her full designation, PYc 6, at the bow. (80-G-456631)

River performing towing duties, and did not join her squadron until she reached Port Royal, S.C., on 6 August. She was assigned to the inner cordon of the forces blockading Charleston; but for occasional runs back to Port Royal to carry passengers and dispatches and to receive repairs, she served off that port through the end of the Civil War.

On the night of 9 and 10 September, she sighted a steamer attempting to run out of Charleston and fired repeatedly at the blockade runner which, nevertheless, escaped to sea. Some two-and-one-half months later, she fired upon two incoming steamers which entered the harbor about two hours apart. On both occasions, Confederate shore batteries at Fort Moultrie fired upon the Union blockaders; a spent 10-inch shell struck *Amaranthus*' starboard counter, damaging the tug sufficiently to require her to enter a nearby inlet for repairs. The patching was quickly completed, and the steamer was back on station three days later.

On 1 February 1865, Acting Ensign William R. Cox, the tug's executive officer, assumed command. Following the collapse of the Confederacy early in the spring of 1865, *Amaranthus* remained off Charleston into the summer. She departed that port on 10 August and entered the New York Navy Yard on the 18th. Decommissioned there the following day, the tug was sold at public auction on 5 September. She was documented under her original name on 28 December 1865 and served as the merchant tug *Christiana* until 1900.

Amazon

A member of a mythical tribe of women warriors who were said to have lived in Scythia, near the Black Sea.

(Bark: t. 318)

Amazon—a bark-rigged, wooden-hulled whaler which had operated out of Fairhaven, Mass.—was purchased there by the Navy on 30 October 1861 to be laden with stone and sunk as an obstruction blocking the channel of Savannah, Ga. She took on 325 tons of stone which had been purchased from nearby farms

and sailed south on 20 November with the first contingent of stone whalers. Upon her arrival at Savannah early in December, she found that the defenders of that port had themselves, already blocked the channels of the harbor with sunken hulks in the hope of barring the approach of a Northern invasion fleet. Since the mission of the Yankee whalers at Savannah had already been carried out—albeit by Confederate forces—*Amazon* and her sister ships moved to Charleston, S.C., where they were sunk across Charleston's main channel on 19 and 20 December 1861.

Amazonas

(Cruiser: dp. 3,450; l. 351'6"; b. 43'9"; dr. 17'0"; s. 21 k.; cpl. 112; a. 6 6", 4 4.7", 10 6-pdrs., 4 Maxim mg., 3 37mm.; 2 12-pdr. field guns, 3 Whitehead tt.)

One of the most modern warships of her day, the twin-screw protected cruiser *Amazonas*, ordered by the Brazilian government and named for that country's largest province, was laid down in 1895 at the Elswick (Newcastle-on-Tyne) yards of the prominent British armaments manufacturing firm, Sir W. G. Armstrong, Whitworth, and Co., Ltd., and was launched on 14 December 1896. The ship was nearing completion in early March, 1898, when rising tensions between the United States and Spain prompted Secretary of the Navy John D. Long to direct naval attachés abroad in Europe to inform the Department "as to the prices at which (naval) vessels could be bought." One of these attachés, Lt. John C. Colwell, in London, promptly completed arrangements on 16 March 1898 to acquire *Amazonas* and her building sister ship, *Almirante Abreu*, from the Brazilians. On the 18th, Colwell took delivery of *Amazonas* at Gravesend, England.

Late that same afternoon, *San Francisco* (Cruiser No. 5) arrived at Gravesend and found *Amazonas* already flying the American flag. Lt. Comdr. Arthur P. Nazro, *San Francisco*'s executive officer, was detached from his ship and reported on board *Amazonas* to command her for the voyage to the United States. Also transferred were five officers and 87 men drawn

from *San Francisco's* deck and engineering force, as well as an 18-man marine detachment under the command of 1st Lt. George Barnett, a future commandant of the Corps.

Over the next nine days, *Amazonas* prepared for sea, and loaded stores of various kinds, as well as ammunition for her magazines and a consignment of cordite and black gunpowder for the War Department. Underway beneath leaden skies on 27 March, *Amazonas* stood down the Thames in *San Francisco's* wake, and set course for the United States. She ultimately arrived off Tompkinsville, Staten Island, via Halifax, on 15 April, there delivering the cordite and powder to the Army tug *Meigs*. That same day, her log records, *Amazonas* "received official notification that this vessel is named *New Orleans*."

Interestingly, she had apparently been assigned that name upon acquisition from the Brazilians, but word of the change, in the days of somewhat less-than-rapid means of communication, did not catch up with her before she left England. Soon after *Amazonas's* arrival in American waters, the English engineers who had served in the ship during her passage were paid off and left her. Over the ensuing days all of the officers and men assigned her from *San Francisco* returned to their ship, and *Amazonas* assumed the name that she would carry for the rest of her days—*New Orleans* (q.v.)—on 16 April 1898.

Amber

A hard, translucent fossil resin which is normally yellowish to brownish in color. Since it can be highly polished, amber is used as a gem.

(PYc-6: dp. 260; l. 120'; b. 21'5"; dr. 10'6"; s. 12.5 k.)

Polaris—a yacht built in 1930 at Seattle, Wash., by the Lake Union Dry Dock Co.—was purchased by the Navy from Edward and Kathryn Lowe on 23 December 1940; converted for naval service by the Winslow Marine Railway and Shipbuilding Co., Inc., Winslow, Wash.; renamed *Amber* on 10 January 1941 and simultaneously designated PYc-6; and placed in commission at Seattle on 3 March 1941, Lt. W. B. Combs in command.

Amber was assigned to the Inshore Patrol of the 13th Naval District and, from May until early August, operated around Seattle, Tacoma, and Port Townsend, Wash. The patrol craft left Seattle on 6 August on a cruise to Alaska, and visited Ketchikan, Juneau, and Sitka, before returning to Seattle early in September.

In November, the ship was assigned to patrol duty at Astoria, Oreg., and patrolled the Strait of Juan de Fuca off Neah Bay, Wash., under the control of the Northwest Sea Frontier Patrol Group.

Amber was decommissioned on 18 October 1944, and her name was struck from the Navy list on 13 November 1944. The ship was sold back to her former owners on 13 June 1945.

Amberjack

A large vigorous sport fish found in the western Atlantic from New England to Brazil.

I

(SS-219: dp. 1,526 (surf.), 2,424 (subm.); l. 311'9"; b. 27'3"; dr. 19'3"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 60; a. 1 3", 4 mg., 10 21" tt.; cl. *Gato*)

Amberjack (SS-219) was laid down on 15 May 1941 at Groton, Conn., by the Electric Boat Co.; launched on 6 March 1942; sponsored by Mrs. Randall Jacobs, wife of Rear Admiral Jacobs, the head of the Bureau of Personnel; and commissioned on 19 June 1942, Lt. Comdr. John Archibald Bole, Jr., in command.

After shakedown training in waters off New London, Conn., and Newport, R.I., the submarine got underway on 20 July, bound for the Pacific. She transited the Panama Canal in mid-August and reached Pearl Harbor, Hawaii, on the 20th. Following training exercises, *Amberjack* got underway for her first war patrol on 3 September. Two days later, she touched at Johnston Island to refuel and, later that day, resumed her voyage to her patrol area between the northeast coast of New Ireland and Bougainville, Solomon Islands.

On 15 September, *Amberjack* was patrolling off Kavieng, New Ireland. Three days later, she made contact with a large Japanese transport escorted by a destroyer and fired a spread of four torpedoes at the vessels, but none hit. While patrolling in Bougainville Strait on the 19th, the submarine fired two torpedoes at an enemy freighter. The first hit under the target's bridge, and the second broke her keel in two. *Amberjack* was credited with having sunk the passenger-cargo vessel *Shirogane Maru*.

The submarine made her next contact with Japanese shipping on 25 September, spotting a large cruiser escorted by a destroyer. However, before the submarine could get in position for an attack, the destroyer headed toward her and forced her to go deep. Several depth charges were dropped on the submarine, but they inflicted no damage. During the next few days, *Amberjack* reconnoitered Tau, Kilinailau, Greenwich, and Ocean Islands.

Amberjack spotted a Japanese cruiser on the morning of 30 September and launched four torpedoes from her bow tubes. None hit, so she fired another two forward tubes shortly thereafter. These also went wide of the mark, and the cruiser escaped damage. One week later, the submarine was patrolling off Kavieng when she spotted smoke on the horizon. After a Japanese cargo ship sailed into view, *Amberjack* fired two torpedoes. One missed forward and the other hit the target's hull forward. The enemy ship was still able to continue under her own power, and *Amberjack* took up pursuit. About one hour later, both sides opened fire with their deck guns but neither was within range of the other and they broke off fire. After two more hours of the chase, the submarine fired a slow speed torpedo which hit its target five minutes later. The cargo vessel, later identified as *Senkai Maru*, swung left and seemed to stop. Its bow swung up in the air, the ship took a vertical position, and sank from sight shortly thereafter. Lifeboats carrying the cargo ship's survivors were later spotted as the submarine headed for Kavieng.

While patrolling off Kavieng harbor on 10 October, the submarine spotted Japanese ships in the harbor and launched four torpedoes into the anchorage. One damaged a freighter and another damaged a large 13,500-ton whale factory, *Tonan Maru II*, which was being used to ferry airplanes. The vessel sank in shallow water, but was later salvaged, towed to Japan for repairs, and was returned to service. On 16 October, the submarine headed to Espiritu Santo for repairs to her ballast tanks and arrived there on the 19th. While undergoing repairs, she was assigned the task of hauling aviation gas, bombs, and personnel to Guadalcanal. While en route to the Solomons, her destination was changed to Tulagi. She arrived there on 25 October and unloaded her embarked troops and cargo under the cover of darkness. The next day, she set a course for Brisbane, Australia, and reached that port on the 30th.

After a refit alongside *Griffin* (AS-13) and a series of training exercises, *Amberjack* began her second war patrol on 21 November. On that day, she set a course for the area south of Shortland Island. On the morning of 27 November, the submarine encountered two enemy destroyers which were probably carrying supplies for Japanese forces on Guadalcanal. While launching four torpedoes from her stern tubes, the submarine heard the screws of a third ship crossing ahead of her bow. None of the torpedoes hit their target, and the submarine began taking action to avoid depth charges. Approximately two hours later, all sounds had faded away; and the submarine rose to the surface to look for signs of damage. She spotted nothing so she assumed a new station at the southern end of the eastern entrance to Shortland harbor.

On 29 November, while on patrol 10 miles east of the Treasury Islands, *Amberjack* spotted a surfaced Japanese submarine. Before she could set up an attack, however, the enemy vessel rapidly drew away. She again saw a Japanese submarine on 3 December proceeding toward the entrance to Shortland harbor and sent four torpedoes toward the fleeing enemy, but all failed to hit. During the next one and one-half weeks, she made numerous ship contacts but carried out no attacks. On 15 December, the submarine sighted a convoy consisting of four or five ships on a course for Rabaul and fired two torpedoes at a large freighter, one at a small tanker, and one more at a small freighter. However, she apparently inflicted no damage on any of the targets.

Her next contact occurred on 20 December. While patrolling submerged, *Amberjack* began hearing a series of explosions which drew closer and closer. She surfaced and saw two Japanese destroyer escorts, which soon thereafter began raining depth charges on the submarine. Within the space of one minute, six exploded close aboard, shook the vessel considerably, and caused